

MARINE RESCUE QUEENSLAND

Summer 2012/13



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VMR Raby Bay

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VMR KARUMBA	VMR 490	80		YES	YES
VMR BURKETOWN					YES
VMR MORNINGTON ISLAND	VMR 457			YES	YES
VMR BURDEKIN	VMR 481	80	YES	YES	YES
VMR BOWEN	VMR 487	21	YES	YES	YES
VMR WHITSUNDAY	VMR 442	81, 82, 22	YES	YES	YES
VMR MIDGE POINT	VMR 458	81-21			YES
VMR MACKAY	VMR 448	80, 21	YES	YES	YES
VMR GLADSTONE	VMR 446	82	YES	YES	YES
VMR ROUND HILL	VMR 477	81, 82	YES	YES	YES
VMR BUNDABERG	VMR 488	22,80,81	YES	YES	YES
VMR HERVEY BAY	VMR 466	22	YES	YES	YES
VMR BRIBIE ISLAND	VMR 445	81, 21		YES	YES
VMR BRISBANE	VMR 401	81	YES	YES	YES
VMR RABY BAY	VMR 455	81	YES	YES	YES
VMR NORTH STRADBROKE	VMR 449	81	YES	YES	YES
VMR VICTORIA POINT	VMR 441	81	YES	YES	YES
VMR JACOBS WELL	VMR 450	82	YES	YES	YES
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from the President's Chair



Goodness has it been three months since last writing an article for this journal? I had hoped to get so much more done. Since last time I have journeyed extensively around the state and I'm pleased to report on what I find. From smaller squadrons through to those doing in excess of a job a day, the one thing stands out to me clearly is a unity of purpose and a resolve to 'get the job done'. We are as a state-wide undertaking, completely blessed

having just the right people in just the right places, in some places a large team of people and in others sometimes just a single person, but all doing a fantastic job.

Since taking office I have now visited Aurukun, Weipa, Bowen, Whitsunday, Midge Point, Mackay, Gladstone, Bundaberg, Hervey Bay, Bribie Island, Jacobs Well, Southport and Currumbin. The remaining squadrons I plan to visit as soon as I can in 2013. I have now also attended Southern, Moreton Bay, Central and Northern Zone meetings. To all those in positions of leadership in all of these areas, I congratulate you on the professionalism with which our business is being conducted.

Mr Peter (Crazy Pete) Graham

In this last period, longstanding state council member Mr Peter (Crazy Pete) Graham has undergone open heart surgery in Townsville. My latest information is that despite some initial post-surgery difficulties, Crazy is now on the long road to recovery. I know all around the state our best wishes are with Crazy and his loved ones at this difficult time. Despite this adversity as I write these words I have this image in my mind of one of Crazy's cocky smiles and him saying "you aren't getting rid of me that easily".

Information Sharing

There can be no doubt that our administrative workload around the state has increased dramatically over time. One obvious problem is that each squadron is largely left to develop its own policies and procedures relevant to its operating environment. Sadly at this time, there is simply no budget for VMRAQ to provide extra assistance in this area. State Training Officer Robert Brock has been assisting squadrons as much as he possibly can but in effect cannot be an administration officer for each squadron. This struck me as a problem right from the beginning. As is often the case in VMR I had the good fortune of having an elegant solution dumped right into my lap. The solution is to build a modern information sharing portal on the internet into which everybody can store their SOPs, policies, procedures working forms etc. This strikes me as the ultimate way to share information in the modern era so that those in need of a particular item will eventually be able to simply

download a suitable version instead of sitting in isolation re-inventing the wheel. This portal would obviously require a host of other features as well as being well designed and easy to use. Towards this end we have had a sponsorship offer from OBS, an Australian Sharepoint Specialist company to sponsor the development of this portal. The state council is currently investigating the costs and feasibility of this project. Stay tuned!

Insurance and Workcover

Insurance costs are increasing all the time and this is concerning to the state association. Until we are recognised in suitable legislation, our volunteers and squadrons continue to face risks related to our core activities. Recently the state association took out extra insurance to cover risks of prosecution under the new national work health and safety legislation of 2011.

In my last visit to the northern zone an interesting point arose and a small history lesson is in order, seeing as this is something I learned. In paid employment, workcover provides protection to a worker that can be covered in two broad areas. Firstly an injured worker is entitled to receive reimbursement of medical expenses and lost wages, paid in relation to a sustained injury. This may include doctor's visits, physio, hospital stays, surgery etc. However, sometimes an injury may be permanent and unrecoverable, such as a severed limb or similar. In this case an employee is entitled to make what is

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termed a 'common law' claim for a fixed sum to offset the costs of having to cope with that injury or disability for life. A conventional employer must carry workcover for their employees and the terms of that cover may not be modified. However it turns out that many years ago (before my time) the then Department of Emergency Services, negotiated to have this common law component removed from our workcover policy in order for VMR to carry its own insurance. As a result VMR carries specific insurances that replace the cover provided under this common law. The end result is only that our volunteers are at least as well protected as their paid counterparts and in some case better protected. It also means that there is rarely any need for adversity when making such a claim, in fact VMRAQ officers can assist.

I thought it important to share what I have learned in this regard.

Website and Social Media

One of my many aims in taking office was to see that our website is kept fresh and alive and up to date with what is happening around the state. Vice President Ron Matlik has done a fabulous job redesigning the site. Now on the right hand side, Ron has added feeds from our Facebook and Twitter. Information can now be posted by us almost in real time to keep the site up to date and relevant. Now the only trick is us receiving the information we want to put on the site. If something is happening in your neck of the woods relevant to VMR can you please use the contact us part of the website and send either Ron or myself an email about what's going on and we will get it on to Facebook and therefore the website as quickly as we can? If you are a Facebook user, come and like MarineRescueQueensland!

AMSA SNJ

Recently I attended a community information day held by the Australian Maritime Safety Authority with respect to the new Single National Jurisdiction that commences next year. Also present were Secretary Manager Mr Harry Hubner, State Training Officer Mr Robert Brock and Assistant State Training Officer Mr Gary Radford. The essence of Single National Jurisdiction is to take away differences between Australian states in such areas as legislated requirements, standards for vessels, and training requirements. It was interesting to attend the conference and see VMR Qld mentioned as coming directly under this new jurisdiction. The idea will be in the future that both vessels and qualified personnel will be able to move freely around Australian Waters and do the work for which they are registered and qualified.

Before saying anything else about the changes, I must stress that AMSA are taking an excellent common sense approach in two key areas. The first of these is not breaking a system that is working well now. The second area lies in grandfathering. For instance some operating documents will change aboard a vessel, however in most cases an existing vessel will be allowed to continue operating as it is currently. Only a new vessel or an existing vessel undergoing a refit will need to comply with the new standards. The transition to SNJ commences in 2013 with a target finish date of 2016. The good news for VMR Qld is that AMSA are interested in our training package and commend the work we are doing. Early indications are that we will have little to change with respect to the existing

training régime, to be compliant. Kudos to my predecessors for electing to go down the commercial training road and to Mr Robert Brock et al for having so successfully implemented it.

Rescue Vessel Advisor

Most members will recall our previous Vice President Mr Tony Hawkins. Well I'm happy to report that Tony has not gone away. Tony has experience of around about 30 years in both the Australian Volunteer Coastguard and VMR. Tony also runs his own business in the maritime industry.

VMRAQ elected some time ago to send certain vessels for refits and continue them in service rather than face the massive expense of replacing them on behalf of squadrons who could not fundraise to do so themselves. Tony managed the projects on these vessel refits and they are now all in service in their new environments. Tony has also now completed some projects for Raby Bay including the supply of a new alloy trailer for the 6m RIB.

At the last state council meeting/AGM the council appointed Tony to the position of rescue vessel advisor. The state council urges squadrons to include Tony in the design of any refit project or building of a new vessel. Tony's experience is invaluable in this regard. Tony is up to date on new electronic equipment and can advise or even assist on the purchase and installation of such equipment. Please contact me if you wish to discuss Tony's involvement in your next project.

Coxswain Workbook Sign Offs

A short history lesson on competency based training.

Years ago we had a model of doing exams testing a student's knowledge of a subject, and even if the subject was skill based, such as driving a boat, passing the exam was good enough.

Then along came competency based training. One of the key concepts of competency based training was the first introduction of skills demonstrations and skills checklists. This was a great idea that allowed us to assess whether a person could for example, drive a boat. An exam only allows us to see how much a person knows about boats, not whether they can drive one.

However competency based training is more than that. To make an overall determination of competency, we look at four key areas: The task skill, the job role environment skill, underpinning knowledge and contingency management. Now most of these areas make logical sense, but let's take a closer look at the second one 'job role environment skill' and use the example of tying a knot. What this aspect of competency says is "can this student actually tie this knot, on the rear deck of a rescue vessel whilst this vessel is operational"? When you think about it, this is the most critical aspect of competency.

Obviously as much as we would like to, nobody can make sure a suitably experienced and qualified trainer goes on every rescue mission to assess every student in every competency area. So how does industry overcome this problem? Sure we have exams and assessment checklists, but how do we really know the student can perform a task on the job?

To answer this, one of the key pieces of evidence we can collect is reports from supervisors. Supervisors are people who are recognised as being experts in their field and are therefore placed in charge of a team of workers to safely and efficiently conduct the operation of that business no matter what formal qualifications they may hold.



In VMR we do not expect every skipper (supervisor) to write an individual report of every competency area for every student. We have a process that assists them in this and it is called a coxswain's workbook. The most critical point to remember is that when a VMR skipper signs a workbook, that skipper is not making a determination of competency, but is simply signing that they have witnessed the student perform the task satisfactorily in their work environment. This is one piece of evidence we use and once all the pieces are collected (workbooks, assignments, exams, checklists) a qualified trainer will make a determination of competency. The workbook is just one small part of this.

Who can sign a coxswain's workbook? Quite simply a VMR appointed supervisor at the time, ie. the master of that vessel. This is true regardless of what type of license that master holds whether it be a VMR coxswain or an MSQ endorsed commercial coxswain.

Remember it's a piece of evidence not a determination of competency.

I have struck issues where crewmembers have almost completed certificate two level but who do not have completed workbooks. When I enquired as to why, the members told me that because their supervising masters are VMR coxswains and not MSQ coxswains, they are unable to sign the workbooks. This is quite simply not true.

Belated Congratulations: Mr Harry Hubner ESM:

Amongst a pool of thousands of nominees each year, the Governor General chooses a recipient of the Emergency Services Medal for that year, recognising outstanding service provided in the area of emergency services. We have in our midst a recipient of this honour, our esteemed Secretary Manager Mr Harry Hubner. Congratulations Harry and thank you for your many years of service and dedication to the aims and objectives of Marine Rescue in Queensland.

Harry joined Air Sea Rescue/VMR/Marine Rescue Qld in 1973. He has seen a vast number of changes and been instrumental in many of these changes that have taken place.

Having to work with changes in government ministers and the ever revolving door of supporting personnel over many years, it has at times been a juggling act where protocols and processes must always be adhered to. Having to make decisions on the run and never knowing if they will work has probably been the most challenging aspect for Harry. He has had to



wear the fallout at times but that goes with the territory. There is always a higher level to answer to. Harry was awarded the ESM in late September by the governor of Qld Penelope Wensley at Government House. The governor gave a brief history on all the awards and what each award meant. She told the audience that only one in 1000 would receive this award. It is based on the criteria and information from the person or persons who supported the nomination. It then goes to the Governor General Her Excellency Quentin Bryce in Canberra. It is her decision who the recipient will be. This is then announced in the Queen's Birthday Honours List and forwarded to the governor of Queensland for presentation. On receiving the award Harry was asked by the governor how did he first get involved with the Marine Industry. Harry's reply was "That was my first mistake". This brought much laughter and thunderous applause. On a serious note Harry believes he is the caretaker of this award and will wear it with pride in the knowledge that it represents the real heroes, the squadrons and their members at the coalface of marine rescue, who with sometimes limited resources strive to be the best they can be. At the recent NVMRC (National Volunteer Marine Rescue Conference) at the Tweed, Harry's counterparts from the other states were overjoyed but not surprised that Harry has received this recognition for his years of contribution.

Work Health and Safety Legislation

An interesting point was raised to me about the applicability of work health and safety legislation to volunteers. There is a section of the new national work health and safety legislation which may be interpreted to mean that WHS legislation may not apply to volunteers. The state executive has sought advice from MPs who in turn passed our queries on to the state attorney general to seek clarification. The end result is that although untested in court, VMR is squarely covered by current work health and safety legislation. As such VMRAQ will continue to carry all current insurances and will continue to require that all squadrons comply completely with Australian work, health and safety requirements.

Stop Press

Since starting this article I received notice that Crazy Pete was up and about and doing much better, so I figured I would do him the courtesy of calling him to advise that I would be mentioning him in my article. Crazy sounded good on the phone and advised me that he is already out of hospital! He must for the moment stay close to advanced care and so can't leave Townsville until given the all clear, but is doing exceptionally well and is expecting to win his game of football this weekend. Good news to hear he is doing so well.

**Keith Williams
State President
Marine Rescue Qld**



from the **Vice President's Chair**

As this is my first report as Vice President. I would like to start by introducing myself.

My name is Ron Matlik and have been a member of Jacobs Well for just over 10 years. I still see myself as a newbie when talking to others members that have been around for over 20 years.

I started as a recruit and have worked my way through the ranks to just now attaining a MSQ Restricted Commercial Coxswain certificate. From a management perspective I held several positions in my squadron's committee, including president for several years. I have represented my squadron on zone and for the last three years on state council as southern zone president.

My work background is electronics, database and web page development. To that end I have been responsible for the ongoing maintenance of our activation and training database for the last three years and recent update of our website.

I would like to congratulate Keith Williams of being elected to the state president's position last September and look forward working with him and the rest of the executive and council members over the next two years.

One of Keith's and my goals is to visit as many squadrons and talk to as many members as we can over the next few

months to explain our vision for the future and gain your feedback directly. One of the first changes you will see is our journal, as it has had a name change to *Marine Rescue Queensland*. This is one of many changes we expect to implement over the next year. I understand change may not be easy for some. But only with our squadrons and members all working as one and not 24 separate organisations can we move our association forward.

In closing, on our website <http://marinerescueqld.org.au/> we have posts from our new Facebook Page <http://www.facebook.com/MarineRescueQueensland>

Our squadrons are invited to provide updates to the Facebook page of your events or activities. Members and general public – if you want to keep up to date on what is happening around the state. Come and like Marine Rescue Queensland on Facebook and receive photos and status updates.

Regards
Ron Matlik
Vice President

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Activations

Marine Rescue Bundaberg had a relatively busy period since writing for the spring journal. There were 18 activations; three would require Marine Incident reports. Of the 18 incidents, 12 were breakdowns, two were out of fuel, one for fuel quality, one search after a capsized and sinking, one medivac and prevention of sinking and one return to shore of sunk yacht survivors.

Medivac/Prevention of Sinking

This one involved an enormous stroke of good luck for these boaties. About 20:30 on September 18 VMR 488's management committee collectively went to pricked ears stations in relation to a clear 'ker thunk'. Several of us looked outside, could see nothing and concluded we had been visited by a large possum. Then at 20:45 President Garry Dick had a call from Bundaberg Police that a vessel had collided with the northern rock wall at Burnett Heads. As the dispatch of the 5m *Bundy Rum* inshore vessel was being organised there was another call from police stating that the vessel was a 6.5m Haines, with five POB, two were injured, the vessel was immobilised and taking water. Our 10m *Bundy Rescue* departed base at 20:54 and located the vessel drifting upstream near the northern bank of the river. Two of the occupants were bleeding from the head; one had been unconscious, and the vessel had about 15cm of water over the floor. *Bundy Rescue* rafted to the stricken vessel, provided extra bailing buckets and returned the injured crew to QAS paramedics the VMR base at 21:00. One person subsequently received 28 stitches to his head. The vessel was then returned to the boat ramp where it was promptly loaded on its trailer.

It appears the crew were returning from a fishing trip to the north of Burnett Heads and were disoriented for a night time entry to the channel about 90 minutes before high tide and came over the tip of the northern training wall. The hull and outboard leg were severely damaged, resulting in an insurance write-off for the whole rig.

The key message here is not to rely totally on the GPS, ensure it is operating at a scale relevant to required operations and to become familiar with night time channel markers and the impact of background lights on visibility. Had the committee not been at the base an activation time of 45 minutes could have resulted in a very different outcome.

Sunken Yacht Survivors Return To Shore

Marine rescue services went to action stations at 11:45pm on October 19 in response to a MAYDAY distress call and EPIRB activation. The MAYDAY came from a 12m yacht which was sinking east of Sandy Cape on Fraser Island.

Rescue Coordination Centre in Canberra directed a nearby 110m merchant ship, *BBC Seine*, to recover the two sailors from their life raft. VMR Bundaberg was then placed on standby by Hervey Bay Water Police to rendezvous with *BBC Seine* to return the survivors to Burnett Heads.

Our rescue boat crew were on standby at the base just after 01:00 on Saturday morning to await rendezvous details. *Bundy Rescue* with five crew members departed Burnett Heads at 02:00. *Bundy Rescue* arrived at the rendezvous 22nm south east of Lady Elliott Island at 05:30, just after sunrise.

The two shaken, but uninjured survivors were transferred to *Bundy Rescue*, along with their life raft for the trip to Burnett Heads, with only the clothes they were wearing after 110nm activation.



Dawn rendezvous with *BBC Seine*.



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The sunken yacht was on delivery from Burnett Heads to Fiji when disaster struck some 55nm east of Sandy Cape. The vessel apparently tilted alarmingly and took water so quickly that the crew had less than a minute to broadcast MAYDAY messages and abandon ship. They spent a worrying 45 minutes in the life raft before the arrival of *BBC Seine*.

VMR Skipper, Bill Ker, said it was an unfortunate event, but the sailors were very lucky AUSAR and local rescue services were able to respond so quickly to the emergency. A life buoy from the sunken yacht came ashore near Round Hill and in an apparently unrelated incident a life buoy from *BBC Seine* came ashore on Coolool Beach on November 7.



Survivor's life raft being lowered from *BBC Seine* for collection by *Bundy Rescue*.


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Fuel Quality and Breakdowns

On October 13 the radio room was monitoring a 12m motor cruiser en-route between Lady Musgrave and Urangan, as they were having engine problems thought to be related to contaminated diesel fuel. The vessel had refuelled in the Burnett River a week earlier for a trip to Lady Musgrave. Problems developed in slight seas about 20nm south east of Musgrave. The skipper went through six changes of filters and made only another six nautical miles before it was all-stop. *Bundy Rescue* completed the 56nm round trip to have the cruiser berthed at the Port Bundaberg Marina just on dark. It appears the tanks had been dosed with a fuel additive that may have dislodged growth in the tanks which was stirred-up by the beam sea on the return trip from Musgrave.

On October 17 *Bundy Rescue* was activated to tow a commercial spanner crab boat with engine problems 13nm west of Sandy Cape on Fraser Island. Bill Ker and his crew went out in picture perfect conditions (*see photos*) for the 35nm tow back to Burnett Heads. At one stage they even had to wait until a pod of our seasonal cetacean visitors went past.

Monitoring a Damaged Overseas Yacht

Each year the Bundaberg Cruising Yacht Club hosts the Port 2 Port (P2P) rally, wherein trans-Pacific yachts departing from ports in New Caledonia and Vanuatu are monitored with daily HF radio scheds and Marine Rescue Bundaberg provides liaison with Customs and Quarantine. This year's fleet of 71 yachts made a significant contribution to Bundaberg's reputation for being the busiest port in Australia for clearance of overseas yachts.

This year's rally included a dramatic incident with a vessel being damaged in heavy seas. Fortunately there was a good outcome; testament to the skill and resilience of the skipper and his family; it could so easily have gone the other way!

The radio room was alerted at 07:15 on October 23 by the P2P coordinator that a 12.8m sailing catamaran had been hit by two large waves 15nm south east of Lady Elliott Is, causing a fracture between the port side cabin and deck moulding. They were taking water; pumps were holding, and they were altering course to sou-south east to protect the port hull from the heavy south east sea being whipped up by a 30kt south east during a strong wind warning. Only one engine was operational.



above left: Getting a tow line to the 40ft cruiser disabled with dirty fuel.

far left: Commercial fisher broken down with Fraser Island in the background.

left: Smooth tow home.

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Plot of the damaged catamaran – October 23, 2012.

I was alerted at 07:25, as duty skipper, and went to the base to monitor the situation. As conditions were forecast to deteriorate during the day I notified police operations who passed a message through the water police to AUSAR. We established 30 minute scheds with the vessel on HF 8161 (the P2P reporting frequency) and plotted positions (see chart photo). There were two adults and two children on board.

By 08:30 winds of 33kts were reported by the vessel and by 09:00 AUSAR advised a merchant ship was 30-40nm away and recommended activation of an EPIRB. This advice was relayed to the vessel where conditions had deteriorated further. By 09:35 AUSAR gave the order for abandoning ship, with the activation of two AGL rescue choppers (Maroochydore and Bundaberg) and a Dornier Coast Watch aircraft. At 09:43 the yacht skipper was still reluctant to accept this order as they were currently not taking water, but still going sou-south east, further away from the coast. AUSAR indicated the EPIRB should be activated very soon as the vessel was getting close to the operational limit of the choppers.

EPIRB activation was confirmed at 09:50. At 10:32 we heard *Rescue 512* advise they were six nautical miles from the yacht, where the wind was still at 33kts. At 11:13 the choppers had to depart for refuelling. We subsequently learned that the yacht's rubber duck was flipped and lost during preparation for abandoning ship. The 11:26 sched established the yacht had turned north west. At 11:38 subsequent helio rescue had been declined; also four metre waves would make this too

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dangerous. AUSAR then diverted the merchant ship to the scene and the *Dornier (Rescue 441)* was on scene by 12:00. AUSAR advice was relayed that any rescue “should be effected soon and before dark”. By 12:04 the skipper advised he considered it too dangerous for transfer of wife and children to a life raft for ship rescue. The EPIRB was turned off and the merchant ship stood down.

By 12:30 they were taking water again and *Rescue 441* and VMR 488 operators were trying to boost the spirits of those on the yacht, where the skipper was now very tired and surfing down large waves every minute or so. At 12:43 we went to 15 minute scheds. At 14:00 the skipper advised they would try to enter Hervey Bay around the top of Break Sea Spit; a course change occurred at 15:15, again exposing the damaged port side to the sea. At 15:37 an increase in damage was reported with bilge pumps running continuously. At 16:42 *Rescue 441* had to depart the over-flight for refuelling. At 16:56 the decision was made to again run with the sea for shelter behind Lady Elliott Is. By 17:39 one of the children was doing a marvellous job with the radio scheds, as both parents were now on deck trying to take in a damaged main sail; the port engine was still out. We then established that VTS Gladstone had communications with the yacht on VHF 16 for monitoring through the night.

At 06:24 the next morning we were advised the yacht made an anchorage in the lee of Lady Musgrave Is at 00:00 the previous evening. All were relatively well, except the skipper who was dehydrated, cramping and possibly experiencing shock. Advice on hydration, electrolyte, rest and monitoring was relayed. After several days rest, recuperation and temporary repairs the yacht came into the Bundaberg Port Marina.

We met with the family on two subsequent occasions where they relayed and relived the ordeal from their perspective. They were most appreciative of the monitoring and support provided

by our radio operators during the incident. The vessel is to be sailed to Coomera for repairs by an insurance company skipper and crew. Our sailors are looking forward to some land time in Australia.

Exercises With AGL Action Rescue Helio

On November 16 Marine Rescue Bundaberg’s *Bundy Rescue* acted as the target vessel for the bi-annual water winning accreditation of AGL rescue crews. These exercises are critical to the performance agreement between the helicopter company



above left: Rescue swimmer from AGL Rescue helio is lowered to a life raft.



above right: Swimmer and survivor are recovered to Rescue 512.

and EMQ and also provide an ideal environment for training VMR crews in interaction with helio assisted rescue in the marine environment. Different scenarios include maintaining vessel course and prescribed speed to receive a crewman and paramedic on board while underway; receiving a high-line and recovery of a dummy lift raft capsule; receiving crewman and survivor onto a stationary vessel and deployment of a life raft for recovery of survivors.

The exercise usually involves four sorties over three hours and takes place about 1,500m east of Bargara. This location offers a good vantage point for the public and allows

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subsequent interaction with media to raise the profile of the AGL Rescue operation and VMR.

Our People

Participation in the AGI VMRAQ Coxswain's course and subsequent squadron evaluations resulted in Erwin Hoffmann and Graham Kingston being promoted to senior coxswains at the August management committee meeting. Dennis James attended and successfully completed the 2012 course at Hervey Bay.

The Spring meeting of the central zone was hosted at Bundaberg on November 4 and was attended by State President, Keith Williams; Vice-President Ron Matlik and Secretary Manager Harry Hubner. The main topic of discussion was the new WHS regulatory environment and how we best



left: Marine Rescue Bundaberg President Garry Dick with Graham Kingston and Erwin Hoffmann after presentation of senior coxswain's anchors.

above: MLA Stephen Bennett with central zone and state representatives at the November meeting of the central zone.

manage due diligence requirements. We were fortunate to be joined by MLA for Burnett (Stephen Bennett) who is a patron of VMR 477 and 488 for part of this discussion. Stephen was keen to assist with any clarification required and communications with government.

Graham Kingston
Public Relations Officer
Marine Rescue Bundaberg

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whitsundayVMR

VMR1 was out of the water again recently having repairs to the drive shaft and gear-box assembly in the starboard motor. Hawkes Boatyard and Yamaha came to the party and had our vessel out of the water, drive shaft replaced, and back in the water within a few days.



On behalf of all its members VMR would like to extend to Roger and Carol Carter, and employees of Hawkes Boatyard, our sincere appreciation for their unstinting support to VMR, even on public holidays and after hours. Without their support and excellent service VMR would not be able to operate the vessel *VMR1* to the extent that it is able.

Shag Island Cruising Yacht Club Rendezvous

As part of their Prostrate Cancer fund raising, the Shag Island Cruising Yacht Club recently held a rendezvous at Montes Resort for several days and on Sunday, August 26 they held a pirate's lunch at the Dingo Beach hotel. Whitsunday Transit, Dingo Beach Boat Hire and Dingo Beach Hotel provided buses to assist the members to the venue where a spit roast and music was provided. The day was in aid of Volunteer Marine Rescue Whitsunday. VMR held an auction for one month's free berthing donated by Abel Point Marina and raised \$1400, and a raffle raising \$1100 from prizes donated by businesses in the Whitsunday. The weather was perfect and all who attended had a great time.

Volunteer Marine Rescue would like to thank Ken and Rhonda Thackeray for organising the event and being auctioneers, the members who assisted and attended the pirates' lunch, and the Dingo Beach hotel, staff and other providers.

VMR would also like to thank, and encourage the public to support the following businesses which contributed to the prizes available in the auctions and raffles:

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From L - R: Rod Wilson, Ray Lewis, Jessica Stafford and Matt Ewing volunteering on the day.

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Paul Coggan's First Run As Skipper – Good On You Spongy!

A big thank you and congratulations to Paul 'Spongy' Coggan, who skippered his first activation on September 17.

Receiving a call at approximately 1300, Paul led the crew of Donna Fornasiero and Don Martindale, leaving Abel Point at 1400 to pick up a 22ft Mustang cruiser with nine POB at Hill Inlet and tow them to Hamilton Island.

At Hill Inlet the vessel *Sally* was sitting in approximately 1.5m of water and there was a mild northerly blowing. Deciding together to send Donna over in the dinghy and tow them out to deeper water, they took on seven PAX and left two on their vessel. The tow went well and with a little help from marina staff with lines at the berth in Hamilton Island, the PAX were brought home safely.

On the way home they noticed a guy on the bow of a vessel waving just off Pioneer Rocks. The vessel's motor was cactus so they towed him in on the way to Abel Point and used the nice new floating jetty at the public ramp.

Both vessels were not VMR members.

Says Paul, "This was my first activation after being signed off as a new skipper so I was very excited. The crew did a great job and offered some good ideas for performing the tasks at hand so, thank you very much to them."

Good on ya Spongy!

Annual General Meeting

Monday, August 6 saw Volunteer Marine Rescue Whitsunday's Annual General Meeting at the marine club. With over 30 attending the yearly meeting, it was an evening of much emotion, as new members were sworn in and it was time to bid farewell to some familiar faces.

Robin Salmon who has been volunteering his services as a skipper at VMR since 2004, has been the organisation's president for the past two years and will be greatly missed not only by VMR but many members of the community. Robin and wife Coral were presented with a beautifully framed picture of *VMR 1* with an engraved plaque. Robin and Coral have been heavily involved in volunteer work around The Whitsundays and we wish them the best of luck as they move down south to the Sunshine Coast.



Robin Salmon and wife Coral will be sadly missed at VMR Whitsunday!

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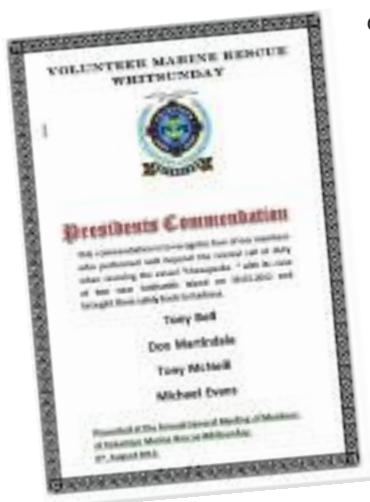


Stepping into the position of president is Geoff Fitzsimmons. Geoff, who has been with VMR since 2005, and is a senior skipper and training coordinator, says he is looking forward to working with the new committee.

Nick Talbot Price, Col Ayers and Betty Wilson were elected unopposed as vice president, treasurer and secretary, respectively. Ian Nichols was re-elected to the management committee, with Tom Manning, Finn Forbes and Tony Bell also joining the committee to make a total of eight members.

Before leaving us to head down south, ex-president Robin Salmon presented this award for outstanding achievement to Tony Bell, Don Martindale, Tony McNeill and Michael Evans at the AGM.

This President's Commendation is another reminder of how lucky we are to have such fantastic volunteers that go out of their way to help the community by being active members of VMR. Each and every one of you deserve a pat on the back!



Whitsunday Magic Tow a Weighty Problem

Whitsunday Magic has been an iconic tourist vessel of the Whitsundays for a long time. She was recently refloated after her unfortunate sinking in Shute Harbour and was on her maiden voyage following whatever repairs and refurbishment could be carried out to her whilst at Shute Harbour. The new owner was taking her down to the Gold Coast to complete the transition into a floating restaurant on the Broadwater.

She was only into her first day of the voyage when engines and other essential parts started falling apart. When motor power finally packed it in completely they thought they might be able to sail around into Pioneer Bay to drop anchor. Nice plan, but the ebbing current was too much for their sail power and

when they realised that Double Cones was getting closer they put in the call to VMR.

VMR1 with Skipper Tony Bell and crew Tom Manning, Dewi Hughes and Denny Lee van Wyk, found her at anchor about seven miles north of Airlie Beach at about 1530. Sea was rough so even throwing a heaving line to them presented the crew with difficulty. For the following two hours they could do no more than maintain a steady position so that the Whitsunday Magic crew could get her anchor up – yep, problems with the anchor winch as well.

While waiting for the anchor to be raised, Tony had to control VMR1 (wind and seas had picked up) as the tide was dragging the line in an arc to the South and Whitsunday Magic was facing almost North and there was a potential of a prop-wrap and 'girting' (tow-line getting at 90° to the centreline) and tipping VMR1. This also involved much hauling in and letting out the line to keep it under control.

Use was made of Whitsunday Magic's 200m x 35 tonne breaking strain tow rope as VMR's is shorter and lighter.

Once we got going at about 1730 we were able to maintain a steady 4-4.5kts whilst returning to somewhere suitable off Airlie Beach. Towing a 100 tonne vessel presents

some new problems with how quickly we can turn to change course – sure, we turn, but the 100 tonnes just keeps going straight ahead. Because she has a draft of four metres, we agreed that we would park her out on the five metre contour, about two

miles out from shore. We were also concerned that if we came too far inshore it could get difficult to stop her momentum once we let go of her.

Tom said "Tony displayed considerable skill in controlling VMR1 prior to and during the tow, A lesser skilled helms-person would have gotten us into trouble."

Once Whitsunday Magic was at anchor we went on board to complete the paper work and had an inspection of the engine room. This is certainly the heaviest tow we have attempted in the last few years, though possibly not the heaviest ever. It shows the need for extra skill and care in such conditions and probably 80-100 tonnes should be the maximum tow we should attempt, particularly if conditions are adverse. It is relatively easy to get such a vessel moving, it is not so easy to get it to stop or change direction.

If such an event should occur in the future, in worse conditions or where a long tow could be onerous, consideration should be given to getting the vessel to a safe anchorage for later retrieval (by others).



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- 3. BE DILIGENT.**
- 4. ALWAYS ACT WITH INTEGRITY.**
- 5. MAKE DECISIONS AND UTILISE RESOURCES WITH DUE REGARD FOR ECONOMY AND EFFICIENCY.**

For more information on the 5 principles, please refer to the Code of Conduct & Anti Discrimination Manuals held by your Management Committee.

Date of Issue 01.09.96



burketownVMR

Hi to one and all from the Burketown squadron. It has been some time since we have submitted something, but that is not to say that nothing has been happening, we have been steady as she goes throughout 2012.

Well it's that time of the year again, the tourist season here has come and gone and the festive season is starting to wind up. The weather is warming up very quickly, the northerlies are blowing strong, humidity is high, the Morning Glory's are still happening, and everyone is starting to stock up and prepare for the coming wet season and what it may bring.



We have been fairly low-key during the year with a variety of activities and changes happening as with everywhere else.

A BIG THANK YOU to the Victoria Point Squadron for their donation of their old six metre RIB.

The year started off with a trip across to Karumba for MSQ to pick up replacement tower signal lighting system for the navigation aid to the mouth of the Albert River. While there we also picked up 10,000 Barramundi Fingerlings (approx. 20mm size) from the Barramundi Discovery Centre for the Gulf Barramundi Restocking Association in Burketown where they were grown out and released into the Albert River when they reach 75mm-90mm.

Fuzzy Bob and his off-siders Gary and Deb reached new heights when they went out and replaced the tower signal lighting system consisting of solar panels and batteries for the navigation aid to the eastern foreshore of the Albert River mouth.

With the only pub for 120km burning down in March it set a sober mood to say the least. Imagine the tourists surprise when they hit town and couldn't get a beer. The VMR Social Club came to the rescue, and as with any emergency our dedicated volunteers man the bar on Friday nights enabling the locals and visitors a social hub and outlet. This has led to a boost in our social club coffers, enabling the social club to purchase much needed tables and chairs for the club house.



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Membership has increased due to training activities though we still have all our main key players we now have nine new members with the Rangers (Indigenous Rangers Program) now joining us and participating in training and social activities held. Thank you to Robert Brock, Gary Radford and Steve for providing valuable, much needed training and support throughout the year.



For those that don't know the Indigenous Rangers program undertakes a range of land and sea activities that help protect the Gulf of Carpentaria and its coastline these include sea patrols, collection of marine debris (GhostNets Program), biodiversity and marine surveys plus a variety of other activities. VMR support the program through in-kind support whether it be training, equipment, vessels or manpower and vice versa.

As with many small communities the VMR members wear dual hats often being members of several different organisations such as SES and Rural Fire Brigade, Rangers etc, not only providing training and fast emergency response but also vital in-kind community support, so we have a tendency to all hook-in and get the job done as we know everyone benefits one way or another.

Such was the case when requested by our only remaining professional Barra fisherman when he requested assistance to drop his fishing and house boat into the water using the VMR tractor which is the only suitable vehicle around rigged for doing the job required. Finally when the tides were right *Miss Simone* was graciously placed on the water without a hitch, much to the relief of the owner and everyone else. Now that Barra season

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has ended we set about retrieving her back onto dry land for general maintenance and repairs ready for next season.

Jeff Shortell from DERM and his specialist assistance enlisted the assistance of VMR to take them out the Albert River. The VMR boat is the only vessel in the area that could meet all the necessary equipment requirements for the placement of two tide data recorders as part of the wave monitoring program. The first was outside the Albert River mouth and the second at Triganni Wharf. They returned three months later to recover the equipment to be taken back for analysis to assist in improved coastal mapping.

Rob Thompson of Baddog Productions has been filming in Burketown for an International Morning Glory Cloud Documentary. With him filming was cinematographer Hugh Miller, who has a long list of credits as director of photography in feature films and documentaries and Professor Tom Peacock – physicist at MIT, Boston who conducted many of the interviews.

For those who are unfamiliar with the Morning Glory it is one of the world's most extraordinary and spectacular meteorological phenomena which usually occur from September through to November each year with the best vantage point being Burketown. This draws many glider pilots from around the world who come to surf it each year. The Morning Glory reaches about one kilometre high stretching from horizon to horizon the 'Glory' is a shockwave in a shockwave in the atmosphere of immense proportions. For pictures and further information have a look at the Berkshire Council or Baddog Productions websites.

To assist in the promotion of VMR, Fuzzy Bob took the film crew out and showed them the diversity of the flora, fauna and sounds of the Albert River. Professor Tom also conducted an interview with Fuzzy Bob along with locals and tourists alike about their experiences of the Morning Glory.

Stay tuned we may have a VMR international star in the making yet ...

Paul Poole
President – Burketown

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Golf or Sex ... Four good friends were playing their weekly game of golf at Pacific Harbour. Jack remarked how nice it would be to wake up on Christmas morning, roll out of bed and without an argument, go directly to the golf course, meet his pals and play a round. Mike, John and Fred all chimed in and said, "Let's do it! We'll make it a priority; figure out a way and meet here early Christmas morning." Months later that special morning arrives and there they are on the golf course. Jack says, "Boy this game cost me a fortune! I bought my wife such a diamond ring that she can't take her eyes off it," Mike says, "I spent a bomb too. My wife is at home planning the cruise I gave her. She was up to her eyeballs in brochures." John says, "Well my wife is at home admiring her new car, reading the manual." They all turned to Fred, the last one of the group who is staring at them like they have lost their minds. "I can't believe you all went to such expense for this golf game. I slapped my wife on the behind and said "well babe, Merry Christmas! It's a great morning, what is it to be? Sex or Golf" and all she said was "You'll need a hat".

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victoria pointVMR



The new vessel under construction.

Hot on the 'hull' of its recent fundraising success, Volunteer Marine Rescue at Victoria Point is preparing to welcome an additional boat to its fleet.

Currently being constructed by local ship builders, the new 9m vessel will replace the 10-year-old *Victoria Point 1*.

It will be equipped with 2, 250hp Suzuki outboard motors, modern equipment and instruments and will be capable of covering the sea in all types of weather, night or day.

Commodore Ian Ivory said the new vessel, which should be on the water by next April, would help enhance boating safety in the southern part of Moreton Bay.

"Our crews are looking forward to her arrival and are busy fine honing their skills to ensure they are worthy of such a vessel," he said.

As to the fate of *Victoria Point 1* Commodore Ivory said that after a decade of 'faithful and honourable service', it would be used 'at a more leisurely pace'.

"She might be taken out for fishing, sightseeing or just as part of boaties wanting to have a good time on the water."

Nautical Definitions (A-F)

These definitions have put together for your amusement. Ed Pepping

Abaft	what you can take only in the most luxurious cabins
Amidships	condition of being surrounded by boats.
Anchor	a device designed to bring up mud samples from the bottom at inopportune or unexpected times.
Anchor Light	a small light used to discharge the battery before daylight.
Berth	a little addition to the crew.
Boom	Called boom for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's called boom, boom.
Calm	Sea condition caused by the simultaneous disappearance of the wind and the last cold beverage.
Chart	a type of map which tells you exactly where you are aground.
Clew	an indication from the skipper as to what he might do next.
Course	The direction in which a sail boat skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.
Cruising	Repairing your boat in exotic locations.
Crew	Heavy, stationary objects used onboard to hold down charts, anchor cushions in place and stop sudden movements of the boom.
Current	Tidal flow that carries a boat away from its desire destination, or towards a hazard.
Davit	killed Goliath, He never went to sea.
Dead Reckoning	a course leading directly to a reef.
Deadrise	getting up to check the anchor at 0300.
Deviation	any departure from the Captain's orders.
Dinghy	the sound of the ship's bell.
Displacement	when you dock your boat and can't find it later.
Dock	Where you take a sick boat.
Equator	Line circling the middle of the earth and separates the oceans into the North Danger Zone and the South Danger Zone.
Estimated Position	a place you have marked on the chart where you are sure you are not.
First Mate	crew member necessary for skippers to practice shouting instructions to.
Flashlight	Tubular metal container used on shipboard for storing dead batteries prior to their disposal.
Fluke	Any occasion when an anchor digs securely into the bottom on the first try.
For'ard	not a Holden.
Freeboard	food and drinks supplied by the boat owner.



brisbaneVMR



Our 2012-2013 Management Team.

At our Annual General Meeting in September, many of our current management committee were re-elected. Leading us into the next year is President Neil Sheppard, with Senior Vice-President Wayne Wright, Junior Vice-President Luke Hillyard, Secretary David Massam, Treasurer Glenn Philip, Unit Training Coordinator Peter Leech and Membership Officer Greg Keough. (see pic above)

At the AGM, John Belling was awarded the Most Valued Member Award for his dedication to VMR and particularly his regular, fastidious detailing of *Energex Sandgate 1* (our primary rescue vessel). Several long-standing members have retired from the management committee and/or active duty and were awarded Certificates of Appreciation. Our thanks were extended to Bob Chapman, Stan Lewis, Bob Walker, Karl Nast and David Davis. For his commitment since 1969, Bob Walker accepted life membership. In addition, service awards were given to Joe McCoy (15 years) and Nino Aceto, Tom Ivins, Brian Mathews, Joe Myatt and Peter Quinn (10 years).

Our sincere thanks were given to our sponsors and supporters, in particular Energex, Jupiters Gambling Community Fund, Queensland Rail, QR National, Port of Brisbane, Brisbane City Council, Kedron Wavell RSL, Brisbane Airport Corp and Grill'd Restaurant.

This continuing support has enabled us to keep operating and also to purchase a new 5.9m Swift RIB vessel to complement our primary rescue vessel, a thermal imaging unit for *Energex Sandgate 1* that has greatly enhanced our search and rescue capability in poor light, new computer equipment, a defibrillator unit and First Aid training equipment. The first aid equipment has already been used for a training session under the supervision of one of our members, Bill McCord, to update qualifications of many of our volunteers.

Crews have been having intense training sessions with the new *Sandgate 2* rescue vessel. As expected, its handling characteristics are very different to either of our other boats and does take some getting used to. The Port of Brisbane and

Kedron-Wavell Services Club have generously agreed to once again provide us with financial support. This funding will be used to assist with the finalisation of our new shed and purchase of safety gear for our new rescue vessel. Our thanks and appreciation goes to Peter Keyte (Port of Brisbane) and Lyndon Broome (Kedron-Wavell Services Club).

Our Queensland Rail raffle was drawn at the August dinner. The winner was Wade Lin of Zillmere – we hope he has enjoyed the family get-away to Tangalooma. We are greatly appreciative of the support of Queensland Rail and the ticket sellers who did an awesome job.

Further great news was received from the Gambling Community Benefit Fund. In May we submitted a grant application for funds to help us replace the motors on *Energex Sandgate 1*. In October we received advice that our application was successful. We acknowledge the efforts of Kerry Millard MP, Wayne Swan MP, and Inspector David Kolb – without their support our grant application would not have been successful. The replacement of the motors will help us to ensure that we offer our crews the safest possible environment to carry out their work. At this stage the plan is to replace the motors in February.

Of course our sponsorship program is underpinned by our long term sponsor – Energex. Thanks Energex and in particular thanks to Terry Effeney, Ron Watson and Terry Nodwell.

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Dave Harris organising a tow.

More often than one would expect, near new vessels cause problems. One recent tow was for a 5.5m Whitley from inside Jeays Reef Cardinal, closer to Mud Island to Colmslie Boat Ramp. The owner was on his second outing and had serious engine trouble to the point the engine was actually smoking from under the cowling!

“The training we had done with Quebec crew once again came into its own being able to a touch-and-go on the very short pontoon at Colmslie and gently gliding the towed vessel to the pontoon against a strong outgoing tide. Once the towed vessel was secured away from the end, *Energex Sandgate 1* docked beautifully on the very short pontoon.”

Delta crew's duty day saw them deploy *Energex Sandgate 1* to recover a 4.5m power boat with one person on board, from near the sea wall at the mouth of the Brisbane River. The vessel was taken in tow, but its engine was restarted midway through the tow. It was then detached from *Energex Sandgate 1* and escorted to the Shorncliffe public boat ramp.

November crew received a call for assistance from an 8m power boat with engine troubles near Cowan Cowan. In very good conditions the crew set off to Moreton Island to locate and tow the vessel back to Cabbage Tree Creek. Three hours later all were back safe and sound.

Foxtrot crew's early call out to assist a vessel broken down in the

One of Papa Crew's tows



Brisbane River 'near Sunstate Cement' had crew members on the go and on the lookout. The vessel with three people on board was located anchored under the infrastructure of the manufacturing plant. “With our Duty Master, Thomas Grice at the helm and some tight manoeuvring of *Energex Sandgate 1*, we were able to secure the tow line and bring in the vessel out into the river. We headed toward the Whyte Island boat ramp from where they had left earlier. With an incoming tide this needed to be a strategic and efficient tow to enable *Energex Sandgate 1* to get in and back out under the Whyte Island Bridge – which they did without incident and even a few centimetres to spare!”



STC's 100th Open Day at VMRB.

Our diligent mid-week crew are still maintaining the vessels and base. One Tuesday they were just about to leave following a hard day's work when a call for assistance was received. An 8m power boat with engine trouble required a tow from St Helena Island to the Whyte Island boat ramp. The wind was blowing in excess of 20kts making sea conditions quite rough. In difficult conditions the vessel was located and returned to Whyte Island via the Boat Passage. Fortunately the tide was on the rise making navigation via the Boat Passage possible.

Sandgate Yacht Club held its 100th Open Day on September 7 and it was very impressive with a display of historical wooden boats, featuring most of the racing classes which have sailed out of Cabbage Tree Creek over the last century. The centrepiece of the display was the *Linton Hope Rater Miss Sandgate* which was loaned by the Queensland Maritime Museum.

At 03:30 on September 24 we received a phone call from the Water Police requesting our assistance to search for a person who had fallen overboard somewhere between Russell Island and Dunwich. Three of our volunteers in *Energex Sandgate 1* joined vessels from the Water Police and other volunteer organisations in the search. Regrettably there was a sad outcome with the person being found deceased.

Support was given to the Water Police on the evening of Riverfire. The crew was fortunate to have such a vantage point on the Brisbane River!



right: *Sandgate Rescue 2* leaving for its first mission.

below right: Brian and the kookaburras



crew set off from the Brisbane River in moderate to rough sea conditions. The broken down 7m power vessel was soon located but securing the tow was difficult due to the sea conditions and available tow points on the vessel. A temporary towing arrangement was established and the boat was slowly towed to the lee of St Helena Island so that a stronger tow point could be used. The tow to Manly Boat Harbour was successfully concluded about 90 minutes after the activation.

Another member with a good vantage point was Brian Schluter who had some inquisitive kookaburras stay on his boat for quite a while when he was stopping over at Canaipa Point.



Joe McCoy led a dedicated crew that volunteered to fill in on the extra Queen's Birthday public holiday on October 1. It was a pretty ordinary day and not conducive to boating which was a shame for the many people with a boat on a public holiday so the crew spent the day on training and building on their local knowledge.

The Rivergate International Boat Show was held on October 6 and 7. Foxtrot joined in to help with our presentations on the Saturday. Joining Thomas and his crew were Linda Frankland, Colin Neilsen, Ben Gillespie, Bill McCord and Neil Sheppard. Bob Chapman and Col Neilsen gave a flares demonstration and Bill McCord conducted a radio call and procedures demonstration with the assistance of a PowerPoint Presentation. Whilst in transit to the Rivergate Marina we received a call to assist a vessel off St Helena. Thomas and

The next morning Callum and crew also participated in the Rivergate International Boat Show. On this day we were joined by Peter Leech, Cameron Pegler, Meelit Shah and Jamie Piggot. En route to the show we were activated by the Water Police to attend to a 5m half cabin power boat which had run aground at the Port of Brisbane. We were first at the scene and quickly established that all crew were safely on shore with one person suffering minor cuts and abrasions. The skipper was still on board the vessel. Soon after, the Water Police arrived and secured a tow to the vessel. Back at the show, Peter Leech, assisted by Meelit Shah and Jamie Piggot presented another flares demonstration.

Late that afternoon we were tasked to assist with a search and rescue. A 5m runabout was experiencing engine trouble – and an EPIRB had been activated. The water police could not determine the exact location of the vessel and sea conditions were moderate to rough. We departed Cabbage Tree Creek and were assigned to commence a search two nautical miles east of Woody Point. Fortunately the vessel made it safely back to Scarborough Boat Harbour under its own steam.

A number of crew had gathered at the base around 19:00 on October 9 to sit their First Aid exam. Just prior to the exam commencing, we received a request from the Water Police to assist with locating a vessel in Bramble Bay that had been reported as signalling for help. With scant details, Karl Nast, Glenn Philip and Bill McCord set off in *Energex Sandgate 1* and Neil Sheppard and Dean Steinback followed in *Sandgate 2*. Conditions were calm and visibility good. The search included the Pine River (up to the Dohle's Rocks boat ramp) and Otter

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Gavan Orders' funeral.



First Aid equipment supplied by QR National.

Rock. After a two hour search we reported that nothing had been sighted and the water police called off the search.

Papa crew started their duty day on October 21 with a training exercise but, before they could get back and have morning tea, they were called to assist a 9m steel sailing vessel located at the QCL plant in the Brisbane River and requiring a tow up to the Botanic Gardens.

On October 27 Charlie crew performed the first rescue using *Sandgate Rescue 2*. (see pic opposite page) We had the windiest day for some time but despite the weather we were called out to assist a 21ft vessel at Mud Island. Unfortunately our main rescue vessel was away at Dunwich (undertaking bar crossing training) so Bill brought in our new Swift RIB to do its first job. Bill said it was a good chance for him to test the equipment and the few modifications he had done. Everything passed the test. However he reported that our new vessel performed well with the caution that sure and steady is definitely the approach to take.

On the same day as our new boat performed its first rescue, our ladies participated in their annual bus shopping trip to factory outlets. This event is a lot of fun, the ladies secure their Christmas presents (and many other purchases!) and is

organised by Rae Hirn. Again it was also a financial success with the profits going to the squadron.

It was a sad day for Papa crew on November 1 when they coordinated the fitting farewell for their crew member and friend, Gavan Orders, at the base utilising *Energex Sandgate 1*. (See photo left)

On November 3, Delta Crew in *Energex Sandgate 1* monitored the fleet participating in the Sandgate Yacht Club Centenary Regatta. (The winners of division one (James Flemming and Tristan Hamilton) sailed a 12ft skiff PB Towage and were the overall Regatta winners. Winner of division two was FAB, a Flying Fifteen sailed by Ashley Smith, Kym

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Thumpkin and Adam Kingston while division three was taken out by a keelboat, *Fuzzy Logic*, with Michael Unwin, Bill Wheatley and Andrew Pearson on board.)

Bravo crew had an interesting day on November 17 when they were called to the rescue of two persons stranded on Moreton Island after their boat went missing from its overnight anchorage. The rescue took place as quite a violent storm hit the bayside suburbs. Fortunately Ian and crew escaped most of the wrath of the storm and were able to complete their pick up and return without too much fuss. Later in the afternoon the crew set about practising towing with our new vessel.

The next day Quebec crew experienced quite a different day with part of the crew joining some members from other crews to participate in a search and rescue exercise with VMR Raby Bay. Nino kindly stepped in to look after the Quebec crew members who stayed behind to mind the base. The crew had an uneventful day with training occupying much of their time.

Glenn Philip and Neil Sheppard attended a Moreton Bay Harbours' strategy planning workshop run by the Department of Transport recently. The day was spent discussing the best way to utilise the Manly, Scarborough, and Cabbage Tree Creek Boat Harbours. This was the first step by the new state

government to consult with lease holders in these harbours. No doubt we will hear more about this matter over the next year or so.

At the October management committee meeting, a number of crew had their qualifications reviewed in light of their academic achievements and practical work and they were presented with their certificates and stripes at our November dinner. Congratulations to Duty Master Karl Nast – 'all hours' rated; Cameron Pegler – Coxswain; Chris Hillyard - Crew; Glenn Philip – Senior Coxswain and Acting Duty Master of November Crew; Les Pascoe – Senior Coxswain and Acting Duty Master of Quebec Crew; and Luke Hillyard – Crew. This augurs well for our 2013 training program.

We have participated in two inter-squadron training exercises. One exercise (bar crossing training) was organised by Richard Dunn from North Stradbroke and the other a SAREX with Raby Bay. Both events provided our crews the opportunity to expand on their skills and build on our relationships with other squadrons. Thanks to Richard and Bill Bennett (Commodore Raby Bay) for organising these days, and Thomas Grice for leading our crews on both days.

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WORKPLACE HEALTH & SAFETY POLICY

The Volunteer Marine Rescue Association Queensland Inc. accepts the principle that the Workplace should be a healthy and safe place and therefore requires that its member Squadrons should adopt a standard Workplace Health and Safety Policy.

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WORKPLACE HEALTH & SAFETY POLICY

The Squadron shall:

- (a) Ensure by all practical means, the observance of Workplace Health and Safety Standards as may be required.
- (b) Ensure that all Squadron working/active members should have regards for the Health and Safety of themselves and others.
- (c) Conduct appropriate Health and Safety educational programs.
- (d) By periodic Safety Audits, identify unsafe or unsatisfactory equipment, conditions or practices and take steps to rectify these.
- (e) Maintain records of work associated illness or injury.



gladstoneVMR



Rescue 300 working with QGC Rescue 3.

We had the pleasure of participating in a joint exercise with the Gladstone Water Police and Rescue 300 the helicopter from Rockhampton. We had two boats on the water with *Gladstone 1* being used for observation and *QGC Rescue 3* being used by the helicopter for life raft dropping practice. The exercise with *QGC Rescue 3* tested the pilot out as when he came in low to drop the raft the downdraft blew *QGC Rescue 3* away. After several failed attempts he was able to overcome this and drop the life raft on target. The exercise took all day with winching of various crew on the helicopter. Lunch consisted of a barbecue supplied by Bechtel where the helicopter crew, water police and VMRG personnel could get to know each other.

I thought I could tell all that we are in our new building but not so, however when you read this we will be operating from there and I will send a few more photos in the next edition. We have been lucky with grant money and have been able to furnish it with high quality equipment but again more about that next edition when we work out how to use it all. We are on the lookout for a 12-14 year old nerd to help us.

I have included a couple of photos of the erection of our radio mast and the flagpole. Most people would have seen the flagpole as it is a light pole complete with foundation cage and slip base courtesy of Ergon Energy in Gladstone. All we had to do was pour the foundations, fit the cage and make the cross tree. The day started out a shocker with rain and miserable

Scottish Thrift


A Scottish woman goes to the local newspaper office to see that the obituary for her recently deceased husband is published. The obituary editor tells her that the charge will be 50p per word. She pauses, reflects and then she says "Well then, let it read 'Fred Brown died'". Amused at the woman's thrift, the editor tells her that there is a seven word minimum for obituaries. She thinks it over and in a few seconds says "in that case, let it read 'Fred Brown died, golf clubs for sale!'".



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top left: Flagpole being erected.

top right: 18m radio mast being hoisted into position.

above: Minor adjustment with 14lb Knockometer.

conditions and I thought the erection would be called off but the boys from Walz Construction said they were not sissies and would work in the rain. After a false start with hydraulic problems with the Kato which required a visit from the mechanic the lift started. Well while the main mast was being erected the weather took a turn for the better and the rain cleared away.

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raby bayVMR



Events

As pre-empted by our past commodore Keith Williams, our AGM held no surprises and few changes to the management team. We welcome Morris McGiffin as secretary and Bill Bennett as commodore. Our thanks go to Keith and to Peter Stock for their years of dedication to VMR Raby Bay as members of the executive and their continuing efforts as duty officers.

In this settling in period there have been a few noteworthy occurrences. The multi-unit search on September 23-24 showed effective cooperation between a number of VMR and AVCG units. For us it revealed an unexpected use of FLIR. *RB II* located a body on Peel Island near the water's edge. Although this turned out to be a wallaby, the incident shows that FLIR may be more effective than searchlights for a shoreline search, the problem being how to distinguish one heat signature from another.

Riverfire was another event in the reporting period. Energex Medivac was dispatched as the VIP vessel and *RB II* was assisting the water police. Unlike previous years, the night was fairly uneventful (excepting the lights, fireworks, jets and choppers) and the crews returned to Raby Bay at an unusually early hour.

On October 27 a number of our skippers attended a bar crossing training day organised by VMR North Stradbroke.

Although the bar didn't want to play, our skippers benefitted from the day. Many thanks to Richard Dunn and Rob Kenyon for their efforts in organising and presenting.

Fund Raising

Collections continue to keep us afloat, although we are down on last year's total to date. The good news is that our grants committee, Jocelyn Ashcroft and Duncan Willis are more than making up our losses. Our new alloy trailer for *RB IV* is operational and three grants from Redland City Council have been approved. These will provide us with things as diverse as a base security system, a three phase generator and winch, first aid and CPR training for the year, and funding for a major SAREX in the new year. We are extremely grateful to Redland City Council for their support.

Memberships

Six new members have been inducted during the period. This offsets a number of members whose work situations have changed, temporarily or otherwise. Membership numbers are slowly rising.

Training

We have had three members receive VMR coxswains certificates through the TDM07 package presented at VMR Raby Bay, and two members attended a coxswains training course at Hervey Bay last month. This should eventually give us several more commercial coxswains. Our thanks go to Rob Brock and his team for all the assistance we have received over the years.



above: Energex Medivac leads *RBII* home after the bar crossing training.

left: *RBII* gets up close and personal with the Riverfire crowd.



Late afternoon sun catches Energex medivac as she patrols during Riverfire 2012.

Several new members attended the recent radio course at our base with a 100% success rate.

We will soon be launching into in-house CPR and first aid training.

Work, Health and Safety

Our WHS committee has finally completed items from last years audit. Time to catch our breath before the next one. skippers and duty officers attended a meeting to be brought up to speed on the changes. There is currently a review of all SOP's being undertaken.

Statistics

There has been little change this quarter to our activation levels at VMR Raby Bay.

Activations – August 1, 2012-October 30, 2012

Medivacs	49	Breakdowns	30
Insufficient Fuel	2	Grounding	7
Sinking/Sunk Vessel	2	Search	5
Drifting Vessels	0	Flares	0
EPIB Activation	0	Training	53

Total 148

Persons returned to safety 135

Amount of fuel used (litres) 13,139

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round hillVMR

Annual Report – September 22 2012

Last financial year saw *Round Hill Rescue* activated 16 times returning 33 persons to safety and using 2470 litres of fuel. These tasks included a search over a vast area, breakdowns, insufficient fuel, groundings, sinking and a medivac. Approximately 280 crew hours were involved plus the coordination of tasks.

Radio operations has seen 10,817 calls logged (this is down on last year due to bad weather for most of the holiday period) with numerous phone calls for weather and access advice and general information. We sincerely thank our radio operators Ruth, David, Lee, Jan and Josie who have contributed to the 4197.5 monitoring hours and a further 4562.5 hours on night watch.

We always welcome any member who would like to contribute by offering a few hours of their time either as boat crew or radio operators or any other expertise. And welcome to Steen and John as new crew members. We bid farewell to crew member David Smith who has sold up and moved.

Round Hill Rescue has had new motors fitted thanks to the funding made available through the QGC Sustainable Communities Fund.

The change over took place July 20 and 21 and our sincere thanks to all involved especially Rod Watt for the use of the trailer.

On the maintenance side it's a team effort and thanks to all for keeping our equipment in safe working order at all times.

Our sincere thanks to our dedicated rescue boat crew members who at the drop of a hat turn to assist mainly the boating public and our thanks also goes to their partners and families whose support we greatly appreciate.

From July 1 to September 13, 2012 RHR has been activated eight times returning 27 persons to safety and using 1458 litres of fuel hours involved were approximately 85.

State Training Officer Rob Brock and assistance Gary visited recently for Accreditation and Audit requirements and we passed with flying colours. This is mainly to the Doug's diligence with paper work involved.

Thanks to Doug, Neale and Archie for assistance as Zone Reps.

Items of Interest

- Christmas raffle very successful and will do again this year with your help
- Insurance premium – \$4384 will go higher due to OH&S (\$38K or 1500a sq)
- Submitted funding round to QGC for motors – successful (second time)
- Hosted GRC Community Connect
- Police Training and joint flare demonstration
- New State President Keith Williams and Vice Ron Matlik
- Submitting a new application with QGC for funding to replace the boat cradle.

Life Raft Boosts VMR Safety

The heroes at Round Hill Volunteer Marine Rescue can now save themselves, thanks to Arrow Energy's Brighter Futures community investment fund.

Brighter Futures is providing a six-person life raft for the service's primary rescue vessel, in case the worse occurs.

"Round Hill Rescue is a Noosa Cat and built to survey requirement which means it has positive flotation and will right itself if it's knocked over," said VMR Round Hill Secretary Josie Meng.

"Because of this, it does not require a life raft but we were concerned about other types of emergencies.

"If you get a fire onboard when you're 40 miles out to sea, it's a long swim home."

Arrow's Gladstone-based Senior Community Relations Officer Kyal Butler said the company happily funded an emergency life raft for the group.

"Community safety is one of the key targets of Brighter Futures and the operations of VMR Round Hill and these volunteers are doing a hugely worthwhile job in that direction," he said.

"We're pleased to be able to offer an extra level of safety for their operations."

Seventeen Seventy-based VMR Round Hill's 1200sqm area of operations runs from Pancake Creek south to Baffle Creek and offshore to Lady Musgrave Island and the Bunker Group of islands.

In the 2011/12 financial year, it was activated 23 times and returned 42 people to safety. Its radio operators logged 11,143 calls, spend 3841 hours monitoring radios and a further 4175 hours on night watch.

Arrow's Brighter Futures fund provides financial support for projects, events, and initiatives that improve community health, safety, education and environmental awareness.

For more information, visit: www.arrowenergy.com.au

VOLUNTEER MARINE RESCUE ROUND HILL – LIFE MEMBERSHIP GREG AND GLORIA PLATH

Greg and Gloria Plath have had a holiday home at Seventeen Seventy for many years, while they live in Bundaberg and until the last couple of years have been frequent visitors.

Greg Plath is a foundation member of VMR Round Hill formally known as Air Sea Rescue Round Hill which was formed on April 12, 1975 by a small group of local people who saw the need for a service to assist the local boating public because of the unpredictable entrance into Round Hill Creek and local knowledge would be of great assistance to all.

When asked about the position of Patron bestowed on Gloria Greg advised it just happened.

Both Greg and Gloria would contribute when they were here assisting with fund raising activities and donated the 'Air Sea Rescue Round Hill' sign that graced our then home on Captain Cook Drive in 1992.

It is with pleasure that the executive and committee of behalf of its members' honour Greg and Gloria Plath with life membership of VMR Round Hill.



VOLUNTEER MARINE RESCUE ROUND HILL LIFE MEMBERSHIP – NEALE INSKIP

Neale joined VMR Round Hill on July 21, 1996 and after a short time became actively involved and began crew training.

Records show he obtained his ROCP (Radio Cert) 20/3/97. His first activation was 29 December 29, 1997 and on July 28, 2000 Neale was a competent crew member. Records also show he was on the vessel for 26 activations between December 1997 and 2000.

Following the training requirements of the day Neale obtained various certificates to become a skipper of the rescue vessel.

These include but not limited too;

June, 1 2001 Vessel Commander

June 1, 2001 Cert III Duty Officer

April 30, 2006 Cert II VMRAQ Coxswain Open Water

TDM 2037 2010 and TDM MR 2011



**Craig Gibbs - President
VMRRH presenting Neale
Inskip with life membership.**

With the various changes to our training over the years Neale like all, has been accessed on his competences regularly to ensure his safety and that of his crew at all times.

Neale also assists with the training of our crew by imparting his knowledge and working as a team.

Neale is also vice president of VMR Round

Hill and a zone delegate.

It is with pleasure that the executive and committee on behalf of its members honour Neale with life membership of VMR Round Hill at this Annual General Meeting.

Eirlys Retires ...

The last edition of *Rescue One* is a sad moment for many of us as we bid farewell to long time editor and general good hand Eirlys Kennett. For those of you who may not know Eirlys has chosen to retire after many happy and eventful years with VMR Hervey Bay.

Eirlys undertook many roles during her time here including many informal tasks and positions that she graciously chose to take on board when there was no one else able or available. Her formal roles, apart from that as editor of *Rescue One*, included:

- Radio operator, commencing in 2003 and progressing to senior radio operator in 2010
- Boat crew, being signed off as competent crew in 2007
- FM 107.5 contributor for the weekly VMR segment for four years.

Eirlys brought a mountain of experience and knowledge to the base with her and was always glad to share this knowledge whether it be in regard to sailing (the Kennett's have long been a seafaring family), her previous experiences in media during her time in Toowoomba before moving to our fair coast, or in general life experiences. In 2010 Eirlys was presented with an ANZAC Award for Community Service by the Hervey Bay RSL Sub Branch in recognition of her service with VMR Hervey Bay together with her service with youth in the pony club movement and at sea onboard sail training ship *South Passage*.

Eirlys graciously donated the cheque accompanying the award to VMR Hervey Bay. We will miss her, but as a group wish her a following sea, a wind that follows fast, and above all good health in her retirement.

Our best wishes to you and Merv and your family, Eirlys.





jacobs well VMR

New Skippers

Three members in Nick Coombes, Ross Fanning and Alan Ingle were recently promoted to skipper and issued with their authority 'To take charge of a marine rescue vessel' at Jacobs Well.



Ross Fanning receiving his certificate from President John Ranizowski.

Information Forum for the Probus Club

Volunteer Marine Rescue Jacobs Well recently hosted an information forum for the Probus Club of the Coomera Valley. The Probus Club is a non profit organisation which is an off shoot of Rotary. They had 42 members attend at the base and were addressed on the aims and objectives of VMR Jacobs Well as well as the training which members undertake in order to do the job required. They were given a tour of the base, radio room and rescue vessels after the presentation and all members agreed it was an interesting and informative tour. VMR Jacobs Well thanks them for their attendance and donation towards our running costs.



Assistant Training Co-ordinator Dave Roberts addressing the forum.

Rescue Vessel Refit

Volunteer Marine Rescue Jacobs Well primary rescue vessel, *Jacobs Well 1*, was recently fitted with two new Suzuki 250APX electronically controlled four stroke motors. After five years and 1400 hours we contracted Springwood Marine to replace them with the latest technology engines. Initial sea trials indicate these motors will be an excellent match for the Noosa Cat 2700 and skippers are currently undergoing training in their operation.



Statistics for VMR JW for the Previous Three Months

Total number of activations	248
Total activation Hours	1713.55
Total fuel used	32,173 litres
Medical	33
Breakdown	255
Fuel	15
Grounding	52
Sinking/Sunk	17
Search	15
Drifting	10
Flares	1



Strange Sightings at Jacobs Well

Some interesting new navigation signs appeared at Jacobs Well recently. These photos were taken by one of the midweek crews on patrol in the Curtis Anchorage area. The local council was quickly on the scene to retrieve their property once notified. Also a strange report of a crocodile in the Tiger Mullet Channel (see photo). Perhaps some of the locals having fun at other boaties expense?

The Naked Truth ...

A man is getting into the shower just as his wife is finishing up her shower when the doorbell rings. After a few seconds of arguing over which one should go and answer the doorbell, the wife gives up, quickly wraps herself in a towel and runs downstairs. When she opens the door, there stands Bob, the next door neighbour. Before she says a word, Bob says "I'll give you \$800 to drop the towel you have on". After thinking for a moment, the woman drops her towel and stands naked in front of Bob. After a few seconds Bob hands her \$800 and leaves. Confused, but excited about her good fortune, the woman wraps back in the towel and goes back upstairs. When she gets back to the bathroom, her husband asks from the shower "Who was that?" She replies "It was Bob the next door neighbour. "Great" the husband says, "did he say anything about the \$800 he owes me?"

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north stradbrokeVMR

One of the busiest times of year is just about upon us as I write with the summer holidays, and hopefully fine weather, ensuring the population of Straddy grows considerably. During the non-holiday periods, the number crunchers at QAS headquarters only allow for one ambo to be on duty on the island and this proves to be a problem for us to do medivacs to the mainland. As an ambo must accompany the patient on the boat, this would leave the island without one which is against policy. Hence, VMR Raby Bay must activate and bring over an ambulance crew from Cleveland to complete the patient transfer. This is not an ideal situation as it places a great deal of pressure on Raby Bay, especially Monday to Friday, as they must have a crew available at all times. Medivacs are also a source of income and we miss out on this valuable source during these times. To give you an idea of the frequency of these medivacs, I believe VMR Raby Bay conducted 55 compared to our five during the last quarter if my figures are correct.

Obviously we have attempted to address this situation but there is not likely to be a change in the foreseeable future.

Most of our activity recently has involved vessel breakdowns and subsequent tows mainly as a result of fuel or battery problems but more worryingly (if there is such a word), from a couple of whale strikes. Two that occurred involved small boats that had just negotiated South Passage Bar on fishing trips off Point Lookout. Fortunately, damage to boats was minor resulting in the disablement of motors only but this is proving to be a concern during whale season.

One of our own boats had a fairly close encounter as well when a whale breached only 50m away in the same area. It



Richard Dunn.

seems as if these waters on the seaward side of the bar are becoming a conduit for whales seeking to enter Moreton Bay through the north channel. There have been increased sightings of whales in Moreton Bay by public and barges and this no doubt will continue. The problem has been raised at zone level, and, by the time of

the next whale season, hopefully we will have a policy re crossing the bar, especially at night. My understanding at this stage is that another vessel will have to accompany the main rescue vessel if there is an emergency to be attended to at night. This may entail us contacting VMR Raby to provide the standby boat or vice versa. There is much to be discussed before the policy is finalised. Marine Parks and Wildlife are also very interested and aware of the situation.

We had a call from a boat recently who had battery failure. After giving us their current position and entering it into the chartplotter, we realised that they were 7nm off shore half way down the island to Jumpinpin. Fortunately the battery we took out to them did the trick and they were able to follow us back to Amity. We were not looking forward to towing them in what was very lumpy conditions and would have entailed taking them through the bar at night AND during whale season.

In October, a very successful bar crossing training day was held at our base and then across the South Passage Bar. It involved units from Brisbane, Raby Bay and of course, us. The day began with an introduction from our President, Richard Dunn, followed by a powerpoint presentation from our UTO Rob Kenyon. All crews then set off for the bar where we were greeted with lumpy conditions. This proved ideal for an initial training exercise as it allowed those who had not crossed the bar in anger before to experience some of the vagaries in doing so. The boats crossed the north channel several times as well as the Amity channel which is shallower and therefore less predictable. All boats then returned to One Mile, lunch, and a debrief with Rob Kenyon and Bill Brancatella from Raby Bay. George Brenk from Raby Bay then gave a short presentation on the use of various technologies including AIS, the Navionics software and iPads on board the boats. Jason Boon, Deputy Flotilla Commander of Redland Coastguard also attended and was seemingly very impressed with the co-operation evident within our units. A successful day due to all participants but especially Richard Dunn for co-ordinating the day. It seems another exercise will be conducted in the new year involving VMR Bribie.

The SAR involving the search for the missing fisherman off Dunwich did not have a happy ending as we all know but it was very interesting to hear how the search was set up and co-



Rob Kenyon.



Some of the attendees at the bar crossing day.

ordinated. Richard Dunn attended the debrief and along with a subsequent chat to Sgt Warren Francis, officer in charge of the Water Police, we now are much more appreciative of how much is involved and required of such an operation.

I would like to make mention of some very good recruits to our unit over the past six months. Gordon McInnes, Maree Kendall, Brett Ballard and Lliam Ricketts—welcome on board.

As I began, the next two months should prove to be busy, but I hope a safe one for all involved out on the water.

Doug Fraser

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Keep Safety Equipment where you can reach it



Maritime Safety Queensland

Recent safety equipment checks by Maritime Safety Queensland compliance officers have found that some boats have better access to their fishing tackle and eskies than to their life jackets and other safety gear.

Emergencies happen quickly on the water, so it is vitally important to the safety of all on board to ensure easy access to safety equipment.

That's why Maritime Safety Queensland has new rules which came in from **January 1 this year** requiring owners and master of vessels to make sure they give each person on board useful information about where all the safety equipment is kept and how to get to it in a hurry.

This information can be given to passengers verbally, in a demonstration or provided on written signs.

When it comes to life jackets they must be clearly visible to everyone on board.

If they're stowed where they can't be seen then they must be kept in a readily accessible place which is clearly indicated by the word 'life jackets' written in red letters on a white background or white letters on a red background.

Maritime Safety Queensland not only requires boats to carry the right safety equipment but also wants to make sure everyone on board can find it quickly in an emergency.

Surviving a boating incident can come down to whether people know where safety equipment is kept and being able to get to it in a hurry.

Boaties have been lost from vessels that have all the equipment on board simply because they were not able to access it in time.

Maritime Safety Queensland enforces these requirements and boats should not be surprised to be issued with a fine if they're out on the water with life jackets buried under cargo or if they have passengers who don't know where safety equipment such as an EPIRB are kept.

Safety equipment can't save your life if you can't get to it in time.

Always remember 'You're the skipper, you're responsible'
For more information about safety equipment go to the Maritime Safety Queensland website www.msq.qld.gov.au





bribie islandVMR

Some award presentations made by Vice Commodore of Marine Rescue Bribie Island, Bob Skinner:



left: Maurice Doyle receiving his award from Vice Commodore Bob Skinner for sponsorship fund raising.



right: Sonia and Diana from Busy Fingers receiving an award for fund raising at the VMR golf Day from Vice Commodore Bob Skinner for fund raising efforts.



left: radio Operator and Duty Officer with his award for over 10 years service.



right: Cheryl Robinson from Island Body Works receiving an award from Vice Commodore Bob Skinner for their sponsorship of a hole at the VMR Golf Day.



left: John Grubb receiving his Most Valuable Member award from Vice Commodore Bob Skinner for fund raising efforts.



right: Naz Hudda from the Woorim Pharmacy receiving an award from Vice Commodore Bob Skinner for their sponsorship of a hole at the VMR Golf Day



left: Les Harpert receiving his Most Valuable Member award from Vice Commodore Bob Skinner for fund raising efforts.



right: Steve Middleton Sec-Manager of Bribie Island Golf Club receiving an award from Vice Commodore Bob Skinner fo their sponsorship of a hole at the VMR Golf Day.



left: Allen Stevens from Embracia Retirement Village receiving an award from Vice Commodore Bob Skinner for their sponsorship of a hole a the VMR Golf Day.

right: New Radio Operator Andy Joyce helping at the working bee on Wednesday November 21, 2012 when a trench had to be dug to lay the cable for the CTB cameras from the pontoon to the base. Andy seen here working on connecting the new cable along the pontoon to the cameras



left: Clint Fullgrabe driving the trench digger at the working bee on Wednesday November 21, 2012 when a trench had to be dug to lay the cable for the DTV cameras from the pontoon to the base.

right: Location: at the Vounteer Marine Rescue Base Bribe Island pontoon. Members of Emergency Response crew of Volunteer Marine Rescue Bribe Island after a training session in preparation for the festive season. The ERC team are on call after hours 365 days a year and with prospect of some good weather at Christmas and New Year they are expecting a busy period. Left to right bac row: Gary Adams, Des Sliwka, Trevor Bell and Blint Fulgrabe. Front row left to right: Annette Mengel and Elisabeth Radajewski.



left: You always need a few good men on shovels when your digging a trench to lay the cable for the CTV cameras from the pontoon to the base. Tex Howarth and Neil Plumb show their style at the working bee hold on Wednesday November 21, 2012.

Birthday Stripes for VMR Member

Marine Rescue Bribe's Green Sunday crew member Annette Mengel had a double celebration when she attended her crew day on Sunday the 25th of November. Annette was presented with her competent crew stripes by the Green Sunday Skipper Nathan Gundry. Annette has completed all the necessary modules and gained the sea time for her to reach competent crew status.

After the presentation, Annette quietly announced to the Green Sunday Crew that it was also her birthday cause for a double Celebration. Annette is also a member of the Emergency Response Crew (ERC) who are often called upon in the middle of the night to go to the aid of stricken vessels.



above right: Marine Rescue Bribe Green Sunday Skipper Nathan Gundry presents Annette Mengel with her competent crew stripes. It also happened to be her birthday.

right: Birthday award for Marine Rescue Bribe's Green Sunday crew member Annette Mengel (in the foreground) all smiles with her new competent crew stripes with the rest of the Green Sunday Crew Members.





Lock it or Lose It



Lucas Young
Senior sergeant, Officer in Charge
Gold Coast Water Police

The cooler months of the year are the times when dedicated boats and fishers get out to our waterways and offshore in the hope of coming home with a feed of fish.

Although it is colder, it is also better boating conditions. It is obvious from our patrols that vessel traffic is way down in comparison to the warmer times of the year.

Lower vessel traffic means higher numbers of boats being stowed in anticipation of the warmer times ahead. Boats are staying tied to pontoons, moorings, etc, and driving around our great city you can see hundreds of trailered boats parked up beside and out the front of houses. Some are even left parked on the road or footpath near owner's homes. Parking on footpaths is an offence but I won't go into that in this article.

The large amount of vessels not being regularly used become the target of opportunistic thieves. Over the past three months about \$230,000 worth of boats and jetskis have been stolen from within the south east police region. the majority of land based thefts have occurred from front yards of houses and the majority of water borne thefts from pontoons (mainly dinghies).

The key similarity to all these thefts was the fact that in nearly all cases no locks had been used by owners to secure their property. I guess the best analogy to owning a car is that you lock it when you aren't using it. the same applies with boats and trailers. There are some excellent devices on the market to aid in securing your boats and trailers. A deterrent is better than losing your pride and joy that you've worked so hard to get.

Another issue relevant to my topic but to a lesser extent, is thefts from vessels. In the same period over \$7000 worth of items including a TV, fishing gear and electronic nave gear has been stolen from boats. These thefts predominantly occurred on the land from vessels on trailers in or around owner's yards. My best advice is to remove all valuables from your vessel if you are not using it. Most boats can't be locked up and provide easy pickings for would-be thieves. Don't give them the chance to pinch your gear – lock it away in the garage or elsewhere in the home.

Boating and fishing are great pastimes enjoyed by hundreds of thousands of people on our waterways every year. Anyone who owns a boat knows how buying a boat and equipment is a really personal thing. You get a lifetime of fun and pleasure from boating, so don't let low life thieves ruin it for you. Do the little things to protect your investment or as the saying goes ...

Lock it or Lose It

Stay safe and I'll see you out there.





Obedient Men ...

A group of men and women were waiting to enter Heaven, God appeared and said, "I want the men to make two lines. One line for the men who were true heads of their household, and the other line for the men who were dominated by their women. I want all the women to report to St Peter." Soon, the women were gone, and there were two lines of men. The line of the men who were dominated by their wives was 100 miles long, and in the line of men who rule were heads of their household, there was only one man. God said to the long line "You men should be ashamed of yourselves; I created you to be the head of your household! You have been disobedient and have not fulfilled your purpose! Of all of you, only one obeyed. Learn from him." God turned to the one man, "How did you manage to be the only one in this line?" The man replied "My wife told me to stand here."

An Irish Story ...

Two Irishmen were standing at the base of a flagpole, looking up when a woman asked them what they were doing. The first Irishman replied, "We're supposed to be finding the height of this flagpole, but we don't have a ladder." The woman took out an adjustable spanner from her bag, loosened a few bolts and laid the flagpole down. She got a tape measure out of her pocket, took a few measurements, and announced that it was 18ft 6ins. Then she walked off. The second Irishman said, "Isn't that just like a woman! We need the height, and she gives us the length."

lack of volunteers ...

For the first in many years of writing articles for this magazine I find myself having to complain. My complaint centres around the lack of volunteers that are offering their time to the vast array of wonderful, charitable organisations in this country.

VMR is certainly feeling this pain at present. Usually enquiries about joining this organisation run at eight to 10 people per month. In the past three months we have recruited two people as active crew members. I often ask, has the organisation offended the community, are we no longer important or is there another reason?

Unfortunately, in talking to other organisations seeking volunteers, they find themselves in the same boat. The commitment required, the legal and insurance requirements, the personal cost of volunteering and the current economy are all putting huge strain on who and how we volunteer, something the government needs to address. In saying that though we will survive, as we always have done, continuing to provide the valuable service the boating community expects.

On a positive note, the weather is warming up, more boats are venturing onto the water and most importantly our rescue crews are gaining valuable experience with the increased number of requests for assistance which are being received. On average Southport has assisted 40 vessels per month over the last quarter, mostly for engine breakdowns, however a rapid increase in vessels grounding has been noted.

Our radio operators recently manned a display at the second Annual Gold Coast Marine Expo at Coomera. Despite gale force winds for the first day and a half of the three day event, attendance was almost 50% up on last years event and VMR Southport was extremely well supported with raffle ticket sales, and general enquiries.

At present we are undertaking enquiries into replacing the squadron's radio communications tower. Now in excess of 35 years old, with a manufacturer's recommended life span of 25 years, the current tower is certainly showing its age, rusting extensively. Two viable options are available to us, replacing the existing structure with a similar structure or replace the existing structure with a concrete mono-pole, of the same height. Currently engineers are working to recommend to us the best option, and regardless of which option is taken, cost will be the scariest factor. Unfortunately, something we can't do without.

Training is progressing well with the always keen members regularly turning up to Tuesday night training, ready to learn and advance their ranking within the organisation. Steven Phillips was recently promoted to inshore skipper and will certainly be a further asset to his crew.

Well, as we approach the busy festive season on the water, our vessels are running well and our crews are well prepared for what may lie ahead of them.

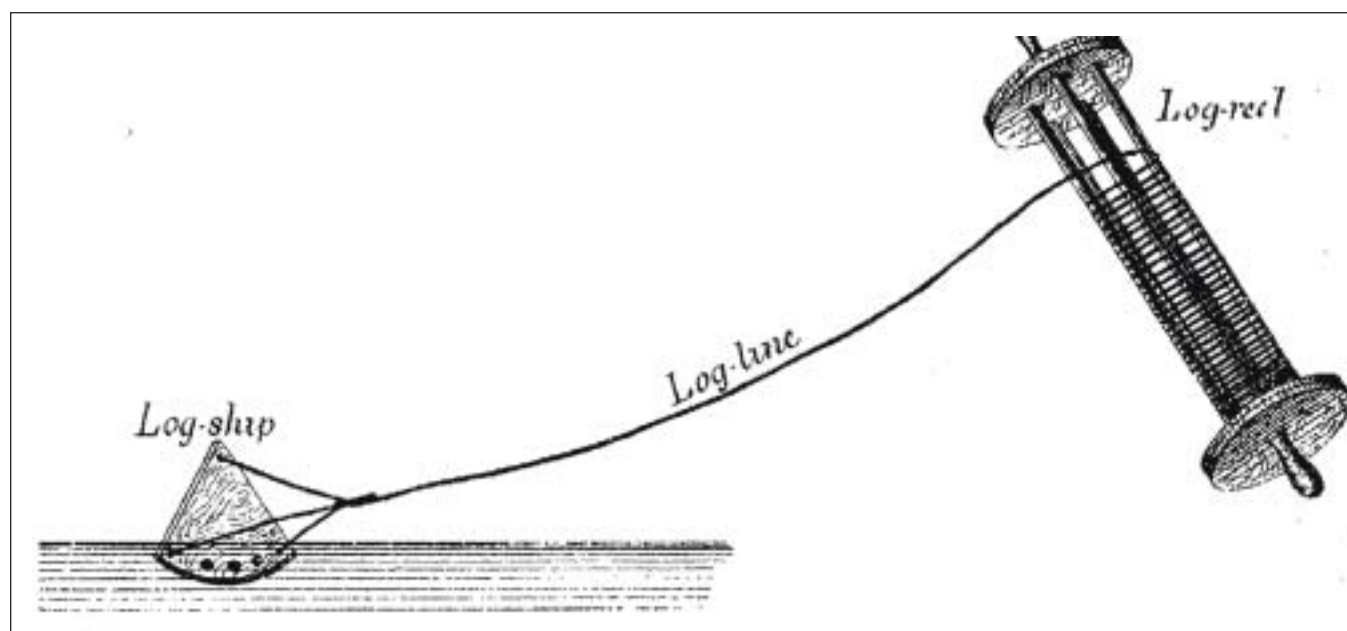
May we wish all a Merry Christmas; Safe Boating and wherever possible, always let someone know where you are going when taking to the water.





Streaming the log

The first mention of the 'common', 'hand', 'ship', or 'chip' log' appears in 1534 when it was described in William Bourne's *A Regiment of the Sea*. A log line and glass have been tentatively identified among the artefacts recovered from the 1545 wreck of the *Mary Rose*. For over three centuries it was the major tool used for Dead Reckoning. And an essential element in what was known as the tree L's 'Lead, log and Lookout'. (On long voyagers it became Latitude, Log and Lookout).

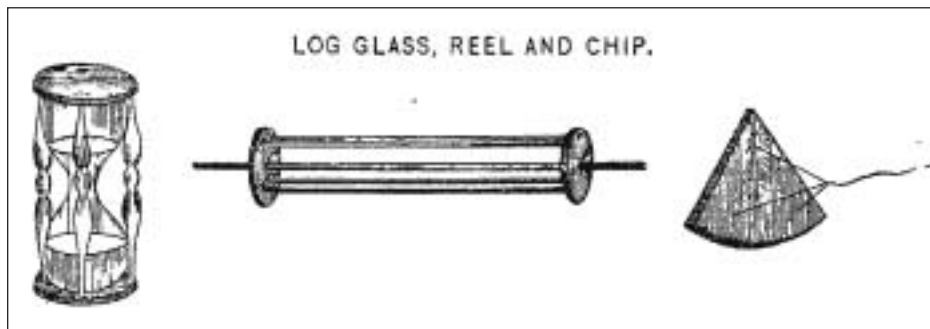


Borne believed that the nautical mile measured 5000ft and used a 30 second glass. In 1637 Richard Norwood, after measuring a meridian arc between London and New York, (for the purpose of accurately measuring the exact dimension of the earth) published in *The Seaman's Practice*, advising seamen to remark their log lines on the basis that the nautical mile was 6120ft. The nautical mile is now accepted to be 6080ft and the proportion should be 47ft three inches for a 28 second glass. Even though Borne worked on a Nautical Mile of 5000ft it still gave an accurate measurement for Dead reckoning in that if the distance between land falls, was 500 nautical miles and the log gave a speed of five knots the time taken would be 100 hours. When using Bourne's log, the distance was unknown or presumed, his log would give a speed of six knots and the time taken would be still be 100 hours. With various speeds being sailed and logged, for the voyage, the Navigator would still have a reasonable estimate of when he could expect make land fall.

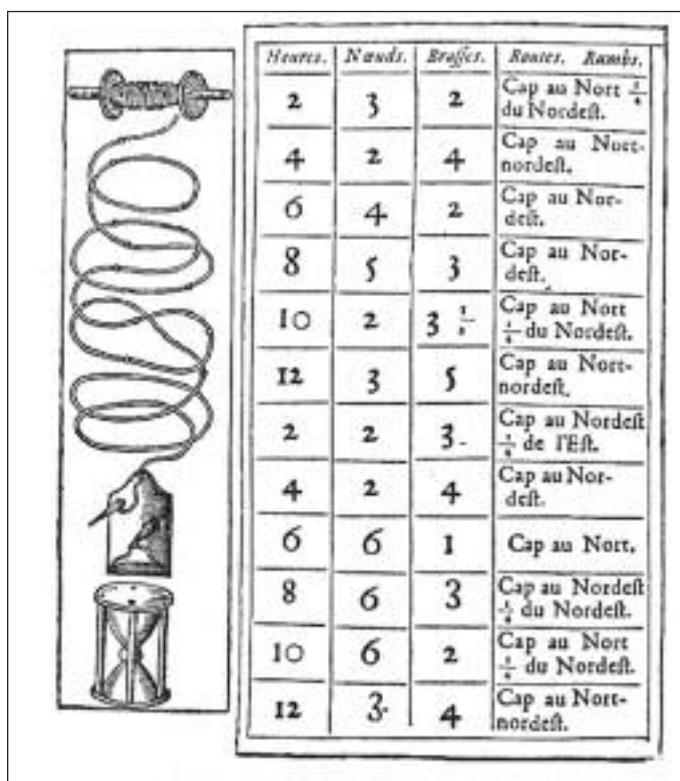
In ships of war and East Indiamen, it was usual to stream the log once every hour, and in all other vessels once in two hours, and if, at any time of the watch, the wind has increased or

Log and log-line, and sand-glass.
From Samuel de Champlain voyages (Paris 1632).

abated in the intervals so as to affect the ship's velocity the deck officer generally makes a suitable allowance for it, at the close of watch. However, most navigators used 48ft, this being eight fathoms and were easier to measure, one fathom being the span of man's arms. It also meant that, when combined with dead reckoning, they would arrive late at their destination. An early arrival could lead to disaster. The modern version of this is a line, which is marked at constant intervals with a series of knots (Various methods involving knots, bunting, leather etc were used) in the form of a piece of knotted cord worked between the strands. They should be 47ft 3 inches apart; thus having the same relation to a nautical mile (6080 feet) as 28 seconds has to an hour. (If you divide 28 seconds into an hour you get 128 and one nautical mile divided by 128 is 47ft 3 inches) The time was measured by using a glass in which



Log and log-line, and sand-glass.
From Samuel de Champlain voyages (Paris 1632).



grains took 28 seconds to run from the top to the bottom bulb. This gave them the speed in nautical miles per hour or knots. Knots per hour are incorrect.

Before this method came into acceptance there were a number of methods. One method, known as the Dutchman's* log, which was favoured by the United Netherlands Chartered East India Company. (VOC). After the mutiny of the *Bounty* and Bligh's epic voyage he took passage from Batavia on a Dutch packet and made the following remarks in his journal "They use no log. I was told the Company does not allow it. Their manner of computing their run is by means of a measured distance on the ships side. They take notice of remarkable patch of froth, when the forward of the measured distance and call is abreast the seconds till is abreast of the forward end of the measured distance. This method needs no sand-glass but a chip of wood was sometimes necessary when they're no marks in the water. Some other nationalities used chants to time the water or chip. The Spaniards and Portuguese for long would have none of these methods they said the 'way' of the ship knew the speed of the ship just as a driver knows the speed of a car.

The log was also used to discover the currents.

As described in Sir Jonas Moore's *A New System of Mathematics*. "When there's a smooth sea and not much wind, heave out the boat taking into her three or four hands, a compass log-line and half-minute glass ... fasten a good lead weight to sink the board, turn your glass as you veer out the log-line, set the drift of the log and your compass, so shall you know whether there be a current or not; and if any how it sets; and the rate of driving ..."

He also noted that "the bigger the weight and board is that the boat is to be rid of, the less will be drift" By this tone Sir Jonas Moore's last sentence, it is apparent that he was not convinced but was content to go along with the method until something better came along. Captain Cook also used this method.

The equipment used is a glass+ timer, a hand-reel containing the log-line and a weighted wooden 'log-ship' (or log-chip) attached to the outboard end of the line. The log-ship has a peg on one corner, which is designed to disengage when a strong jerk is applied. This expedites the retrieval of the log-ship. The log-ship is designed to remain as near as possible stationary in the water and to drag the line off the reel. To achieve this, 15 fathoms of 'stray' line was streamed before the glass was turned. The line has had various marking over the ages with the present method of marking the knots travelled by inserting a thin line with the appropriate number of knots attached. A line without any knots is used for half a knot. This also has the advantage that the speed can be measured at night by feeling the number of knots. When measuring the ships speed the crew can simply use his arms width (six feet or 1 fathom) to ascertain the speed number of 8ths to add to the knots. Clippers used a 14 second glass with all speeds doubled. Even so a clipper sailing at 20kts would have to stream 160 fathoms of measuring line plus the 15 fathoms of 'stray' line. The shock of stopping a line at such a speed was considerable. There is a famously macabre story, hopefully apocryphal, of a clipper clocked at 20kts and a Chinaman, when a Chinese crewman who nipped the line was shipped overboard and lost. Those who used the log-line knew of its shortcomings and adjusted the distances as they saw fit. Captain Cook, who was the first navigator who could accurately measure is Lat and Long adjusted his intervals by two and a half feet.

Three crew members are necessary: One to hold the line, one to turn and call out when the sand is depleted and the other to stream and nip the log line. On the Barque James Craig when streaming our log (Normally once per passenger cruise) the speed is normally within a few percentage of the GPS. Occasionally, there is a wide discrepancy, but thanks to



Hollywood and the movie *Saving Nemo* everyone has heard of the East Australian Current. I blame the difference on the EAC and the fact that the GPS gives the speed over the ground whereas the Log gives the speed through the water.

Peter Davey

Seaman (sail) Barque James Craig.

***Nautical miles**

The origin of the nautical miles rests with the realisation that the world is spherical. In 580 BC, Pythagoras put forth a theory to obtain the diameter of the earth, in 200 BC a Greek, who was the keep of the library of Alexandria, using the following method. He measure the distance north south between Aswan and Alexandria (using a method devised to measure in the Nile valley used after the Nile floods) Aswan lies on the Tropic of Cancer, and here a pillar was set up at the time of the Summer solstice when there was no shadow. The length of a pole set up at Alexandria on the same day enabled him to work out an angle of that could be used with Pythagoras that gave a diameter that was within 4% of today's measurements. The distance of a nautical mile is based on the circumference of the earth at the equator. Since the earth is 360° of longitude around, at equator and each degrees is broken into 60 'minutes', that means there are 360 by 60 = 21,600 'minutes' of longitude or nautical miles around the earth.

+The heat and moisture can have an considerable effect on the glass, so as to make it run faster or slower and it was checked by pendulum in the following manner: On a round nail hang a string that has a musket ball fixed to one end, carefully measure betwixt the centre of the ball and the string loop over the peg 39 and one eight inches, then swing, beginning at the second time it passes and the number of swings made during the time the glass is running out shows in seconds it contains. Ground eggshells were often used to replace the sand because they do not absorb moisture.

#Dutchman log

If the chip or froth takes 10 seconds to travel a 100ft, she is making 60ft per minute or 36,000ft per hour. – 36,000ft is roughly six nautical miles – so her speed is six knots.

^ THE SEAMAN'S PRACTICE became one of his best known works of its time, because it was a standard book on practical navigation. In 1700 the 17th edition was printed, 25 years after Norwood's death.

The remarkable thing about that book was the fact that until it came out, navigators had a very imperfect concept of the length of a degree or a nautical mile. Norwood's work to determine these things began by his observing the meridian altitude of the sun at a point near the Tower of London in June 1633. He repeated this procedure two years later in the middle of the city of York. He used a sextant with a five foot radius and by carefully measuring distances between his observation points and making corrections to allow for deviations, he came up with a figure only two-thirds of one percent off what is recognised today as the correct distances discovered through modern scientific measurement. This was a brilliant piece of work on Norwood's part considering the crudity of his instruments and the fact that no-one else had attempted to do the measurements so vital in navigation.

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*Author of *Two Years Before the Mast* (1840).

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USEFUL WEBSITES AND RADIO FREQUENCIES:

Bureau of Meteorology	www.bom.gov.au
Gympie Radar	www.bom.gov.au/products/IDR83.loop.shtml
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Hervey Bay Fishing	www.fishntales.com
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